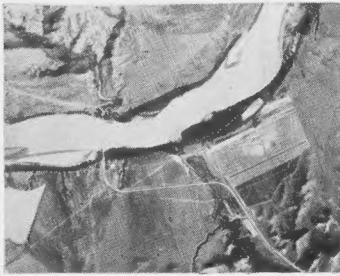


Saskatchewan opens



**HIGHWAY
BRIDGE
AT**

SASKATCHEWAN LANDING

6997
Official Opening

Of

HIGHWAY BRIDGE

At

Saskatchewan Landing



WEDNESDAY, JUNE 20,

1951



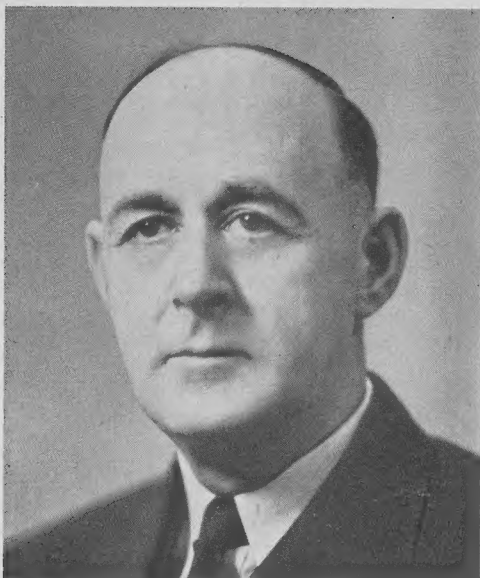
When we cast our minds backward over the brief period of history which has been Saskatchewan's, we are struck by one salient fact—that is, the tremendous progress our province has made in the less than fifty years of its lifetime.

From the early days, when the pioneers flocked into the wide-flung prairie land that was to become Saskatchewan, progress has been the watchword. Despite growing pains in those early days, and trials and vicissitudes in the years that were to follow, Saskatchewan's people have kept a sturdy faith in their province, a faith that is now being vindicated.

Within the last decade, particularly its later years, Saskatchewan's progress has been phenomenal, and its people must endeavour to keep pace with this growth. That is why the opening of the Saskatchewan Landing Bridge is such an important event. It is evidence of the fact that we are beginning to keep pace with the economic advances we are making. It is proof, to ourselves and to the rest of Canada, that we are capable of doing things for ourselves. We can be proud of this splendid new bridge, not only because of the service it will render, but because it stands as one of the symbols of the progress Saskatchewan is achieving.

A handwritten signature in dark ink, reading "T. C. Douglas". The signature is written in a cursive style with a long horizontal stroke at the beginning.

T. C. DOUGLAS,
PREMIER



With a great deal of pleasure and satisfaction the Government of Saskatchewan announces the completion of the Saskatchewan Landing Bridge. To the people of south-western Saskatchewan it marks the culmination of a forty year struggle for a permanent all-year river crossing. This bridge represents not only the realization of a long anticipated service but also the co-operative efforts of the people in the vicinity and the provincial government, in as much as the people of south-western Saskatchewan purchased generously of the bonds issued by the province for its construction. This bridge is unique in that it is the first steel and concrete bridge to be built over the Saskatchewan River in this province, wholly from provincial funds.

I take this opportunity to pay tribute to my staff who gave enthusiastically and whole heartedly of their time and talent in its planning and construction, and to the contracting firms who cheerfully met the exacting requirements of the Department of Highways to ensure the people of Saskatchewan a job well done.

A handwritten signature in dark ink, written in a cursive style. The first letter 'J' is large and loops around. The name 'Douglas' is written in a fluid, connected script.

J. T. DOUGLAS,
MINISTER OF HIGHWAYS AND TRANSPORTATION



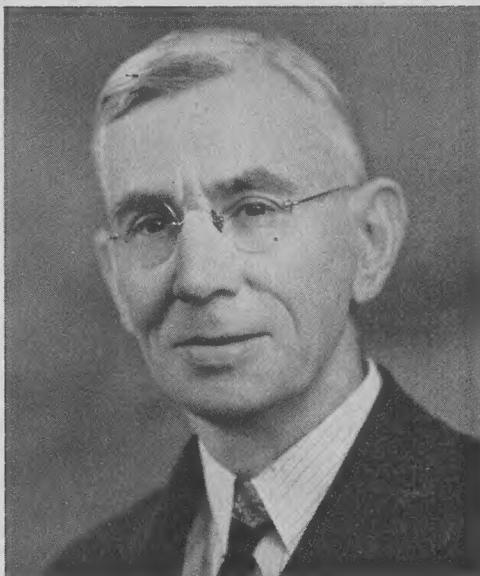
The completion of the Saskatchewan Landing Bridge is a very definite milestone in the development of highway transportation facilities in the Province of Saskatchewan. The members of the bridge committee which promoted this project so energetically, and the public spirited residents of the Swift Current—Rosetown area who helped to finance the construction of this bridge by the purchasing of provincial bonds, are to be congratulated on the successful conclusion of their efforts. To the contracting firm of Bird Construction Company Limited, which constructed the piers and concrete approach spans, and to the Dominion Bridge Company, which fabricated and erected the steel trusses, we extend our sincere appreciation for the thorough and efficient manner in which the work was executed.

The engineers of the Department of Highways and Transportation are proud of their part in designing and supervising the construction of this splendid structure.

May this important link in provincial highway No. 4 long serve to improve the social and economic welfare of the courageous settlers in south-western Saskatchewan.

A handwritten signature in dark ink, appearing to read "H. R. Mackenzie". The signature is fluid and cursive, written in a professional style.

H. R. MACKENZIE,
DEPUTY MINISTER, DEPARTMENT OF
HIGHWAYS & TRANSPORTATION



Gratification is mine in the successful completion of this structure and it is my hope, the time, effort, and certain anxieties during construction, will be rewarded in the convenience and service it will give to the public, the owners of this bridge.

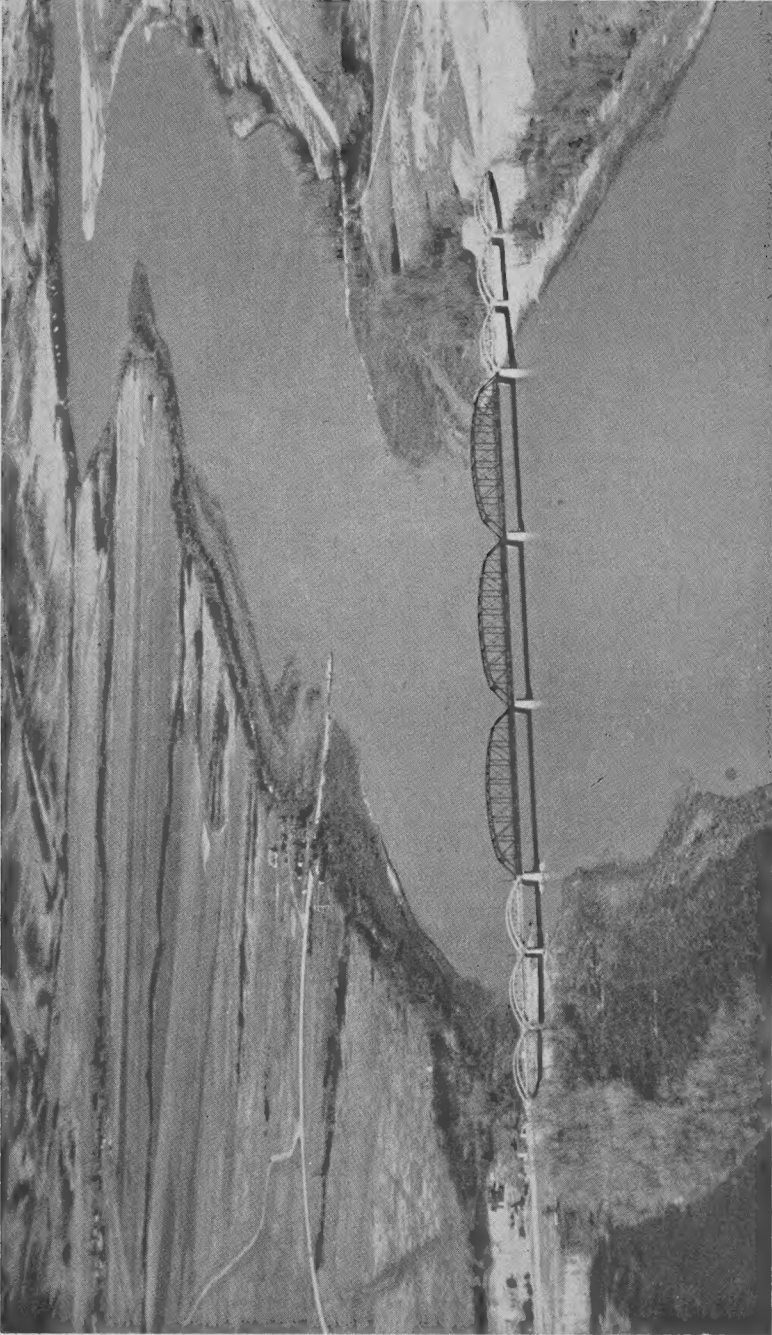
This bridge known as the "Saskatchewan Landing Bridge" is the eleventh of the larger bridges built in this Province since the establishment of the Province. All of these bridges are major ones, and added now, is possibly the most urgently needed one, to meet our ever increasing highway traffic demands. These demands are a healthy condition of a growing pulsating Province, peopled as it is by a wholesome and sturdy population, whose stability is typified by this structure.

It is with humble pride that I have played my part in this realization, of a long and possibly, at times, provoking ambition, to span the South Saskatchewan River and my only regret is that the late A. P. Linton, my predecessor, had not been spared to witness it.

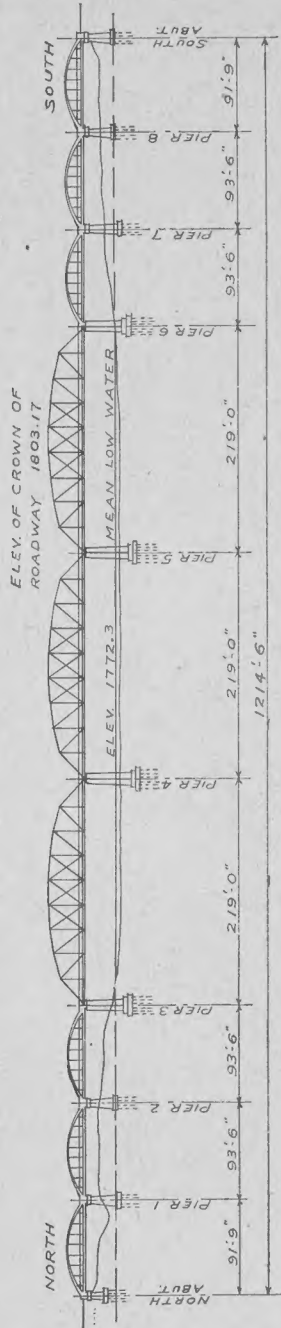
My acknowledgements are sincerely extended to the Engineers and Contractors who laboured long and anxious hours to bring this bridge to completion as you see it today.

J. McD. Patton

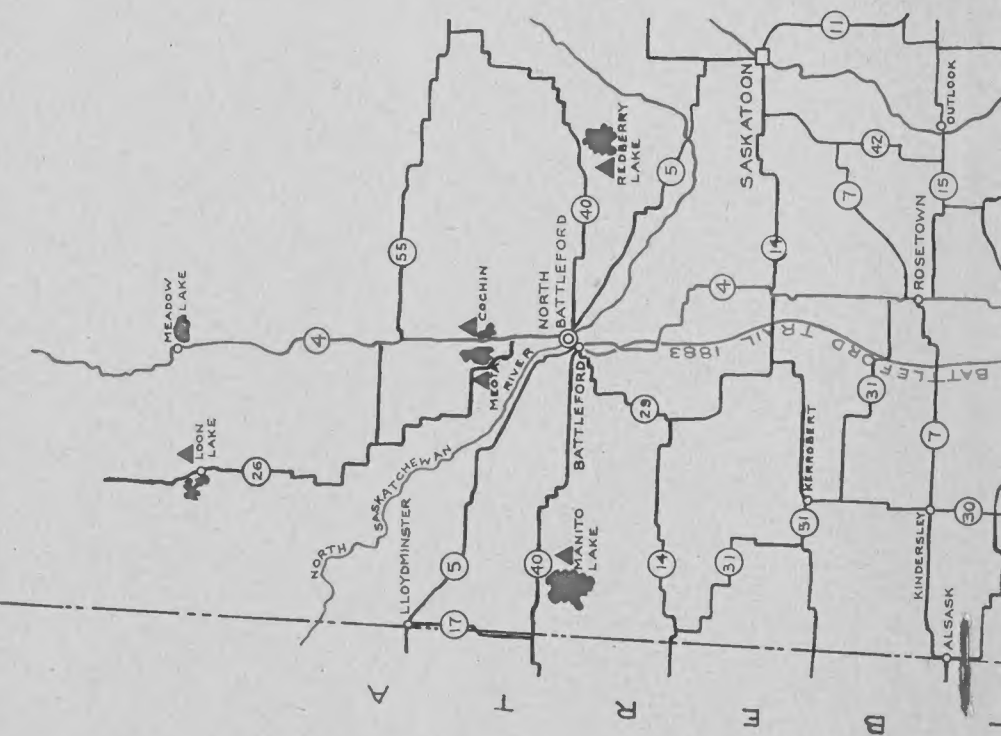
J. MCD. PATTON,
CHIEF BRIDGE ENGINEER



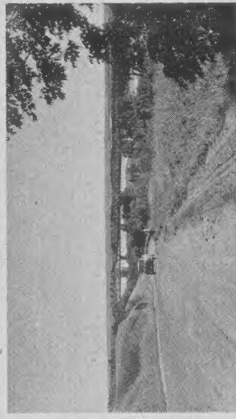
AERIAL VIEW OF SASKATCHEWAN LANDING BRIDGE



DIMENSIONS OF SASKATCHEWAN LANDING BRIDGE



FISHING SCENE AT LOON LAKE

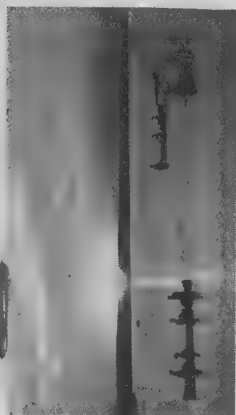


BRIDGE AT NORTH BATTLEFORD



NORTH WEST MOUNTED POLICE
MEMORIAL AND INDIAN MUSEUM
AT BATTLEFORD

AT BATTLEFORD



SUNSET ON CLEARWATER LAKE



SASKATCHEWAN LANDING BRIDGE



FRONTIER DAYS AT
SWIFT CURRENT



Historical Notes

The Saskatchewan Landing Bridge spans the South Saskatchewan River at a point about 30 miles north of Swift Current and adjacent to the site of the Saskatchewan Landing Ferry.

Completion of the bridge marks the end of a chapter in the history of transportation in this section of the province and is the result of many years of agitation for an all-weather crossing of the river at this location.

Accounts of life on the prairies in the early days indicate that the North and South Saskatchewan Rivers were both an aid and a hindrance to travellers. They offered facilities for water transportation along their courses, but imposed a barrier to traffic which had to cross them.

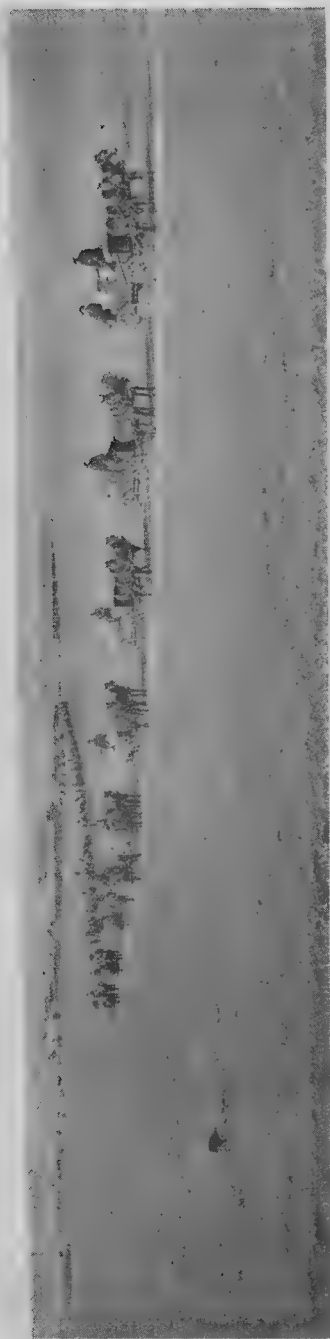
The first ferry across the river at Saskatchewan Landing started operation in 1883 to carry wagons hauling freight from Swift Current to Battleford, then the capital of the Northwest Territories. Until 1890 it was an integral link in the "Swift Current-Battleford Trail," main overland route from the railway at Swift Current to the seat of government. The trail was located by Goodwin Marchand whose party crossed the river on May 2nd on a scow named "City of Battleford" which had been hauled overland from Battleford and launched the day before. They had left Battleford on April 21st with a large outfit of horses and carts to haul freight from Swift Current. The "Trail" ran close to and roughly paralleled the location of the present provincial highway No. 4, which at the end of this 1951 construction season will provide a gravelled highway from the International Border to Meadow Lake.

Records show that during the Rebellion of 1885 troops crossed the river here on the steamer "Northcote", and that some embarked from this point for transportation by water to Batoche and Fish Creek. This latter fact may possibly explain the origin of the name "Saskatchewan Landing". An early edition of the "Saskatchewan Herald," published in Battleford, states that 4,000,000 pounds of freight were hauled from Swift Current to that town in 1886, which indicates the extent to which the route was used.

When the railway reached the Saskatoon area in 1890, the Swift Current-Battleford Trail, with the ferry, fell into disuse. From 1891 to 1901 there was no public ferry at Saskatchewan Landing, but in 1902 one was re-established and has been in operation since that time.

The seasonal nature of the ferry service, the strategic location of the ferry on a north-south highway, the absence of any permanent crossing between the Alberta Boundary and Elbow, a distance of almost 200 miles, and the heavy traffic over No. 4 highway, had for many years, indicated the need for a bridge at "The Landing." On several occasions dating back to 1913 representatives of the district had met with government authorities to urge the necessity for the construction of a bridge at this point.

Borings on the present site were taken in 1934 and a design essentially the same as that later adopted was drawn up. Lack of funds during the "late thirties" and the outbreak of World War II in 1939 delayed construction of the bridge. With the cessation of hostilities, and appreciating the urgent and increasing need of a bridge at this site, the Provincial Government early in 1947 initiated measures with a view to its early construction. The problem was complicated by the fact that the proposed dam on the South Saskatchewan River near Outlook would cause a considerable rise in the river water level at Saskatchewan Landing. Rather than build a high level bridge, it was decided to revise the plans of the low level structure to provide for future raising of the bridge deck level if necessary. The Provincial Government undertook to raise the necessary funds. A sale of debentures totalling \$1,000,000.00 was authorized and received widespread support from the general public in the western part of the province. Finally the contract for the construction of the bridge was let in March, 1949, and today we see the finished structure, the culmination of almost 40 years effort and work towards that goal.



TRANSPORT TRAIN LEAVING SWIFT CURRENT
WITH MILITARY SUPPLIES 1885



D. S. MacDonald



W. Beatrice Ramsay

BIRD CONSTRUCTION COMPANY LIMITED
Contractor for concrete portion of bridge



Robt. J. MacDonald



A. F. MacDonald

MACAW AND MacDonald
Foundation Subcontractor



A. Campbell

DOMINION BRIDGE COMPANY LTD.
Contractor for steel spans



A. W. Bridgewater



M. B. Pierce



L. O. Thomson

ENGINEERING STAFF ON CONSTRUCTION SITE



F. E. Dexter
CONCRETE



H. S. Hough
STEEL ERECTION



A. Landry
EXCAVATION AND
PILEDRIVING

JOB SUPERINTENDENTS

Statistical Data

Contract let: March 9th, 1949.

Camp opened, gravel screening started: April 20th, 1949.

First Excavation: May 14th, 1949 (north abutment).

Substructure concrete and approach arches completed: Nov. 6th, 1950.

Steel Span erection started: Sept. 7th, 1950 — completed: Dec. 22, 1950

Quantities

Wet Excavation: 4,157 cu. yds.

Dry Excavation: 1,397 cu. yds.

Foundation piling: 23,493 lin. ft. in place.

Substructure concrete: 5,118 cu. yds.

Superstructure concrete: 1,148 cu. yds.

Carborundum rubbing: 2,733 sq. yds.

Rip-rap and rock fill: 3,500 cu. yds.

Reinforcing steel: 359,692 lbs.

Structural steel: 860,000 lbs.

Largest base area of Pier: 22 ft. x 62 ft

Height of highest Pier: 52 ft.

Concrete in largest Pier: 1,109 cu. yds.

Deepest Excavation: 21.2 ft.

Height of floor above low water: 31 ft.

Total length of bridge: 1,214 ft., 6 in.

Programme of Opening Ceremonies

Selections

Swift Current Boys Band and Cabri Band

O CANADA

Opening Remarks and Introductions by

HON. J. T. DOUGLAS

MINISTER OF HIGHWAYS AND TRANSPORTATION

Short Addresses by

H. R. MACKENZIE, Deputy Minister of Highways and Transportation

D. S. MACDONALD, Bird Construction Company Limited

W. K. RUTHERFORD, Mayor of Swift Current

J. FRANKLIN, Mayor of Rosetown

H. McCRIE, Kyle

H. GIBBS, M.L.A., Swift Current

M. J. WILLIS, M.L.A., Elrose

H. C. HELLAND, Montana Highway Control Engineer

M. J. COLDWELL, M.P.

Official opening of the Bridge by

HON. T. C. DOUGLAS,

PREMIER OF SASKATCHEWAN

GOD SAVE THE KING

Pageant

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DEPARTMENT OF HIGHWAYS AND TRANSPORTATION

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